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TUESDAY, NOVEMBER 1, 1910.

二拜禮

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SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$1,000,000
RESERVE FUNDS \$1,000,000
Total \$2,000,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

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N. J. STABB, Acting Chief Manager, Hongkong, 25th September, 1910.

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INCORPORATED BY ROYAL CHARTER, 1815. HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT: At the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 12 months, 2 1/2 per cent. per annum. For 6 months, 2 per cent. per annum. For 3 months, 1 1/2 per cent. per annum.

N. J. STABB, Acting Chief Manager, Hongkong, 25th April, 1910.

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TAKIO TAKAMIGI, Manager, Hongkong, 27th September, 1910.

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J. KULLMANN, Acting Manager, Hongkong, 27th March, 1910.

Banks.

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THE Business of the above Banks conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

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Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Acting Chief Manager.

Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

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RESERVE FUND Gold \$3,000,000

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N. S. MARSHALL, Manager, No. 9, Queen's Road Central, Hongkong, 25th September, 1910.

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A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now luxuriously furnished and up-to-date in every respect. Situated in the most central position, Large and airy Rooms, Hot, Cold, and Shower Baths, Gas and Electric Lights and Fans, Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, PEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Time and Dinner. Special Rates for married families on application to J. H. OXBERRY, Manager.

FREDERICK REICHMANN, Late Manager of J. H. Lyons (Trocadero), leading Caterer in London, and GRAND ORIENTAL HOTEL, SOLOMONS, Telephone No. 197, Telegraphic Address "Comber" Hongkong, Hongkong, 1st September, 1910.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI: DELTA, About 11th Nov. Freight and Passage. Capt. B. W. B. Snow. For FALAWAN, Capt. C. R. Longden, R.N.R. 5 P.M. and Nov. Freight and Passage. For SINGAPORE, PENANG, COLOMBO, FORT SAID, and MARSEILLES. For LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, FORT SAID, and MARSEILLES. For SHANGHAI, MOJI, KOBE (BYRON) and YOKOHAMA. Capt. H. N. Rivers, R.N.R. About 12th Nov. Freight only.

For Further Particulars, apply to E. A. HEWETT, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 31st October, 1910.

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Hongkong, 1st July, 1910.

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AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 24th October. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

CANTON TO HONGKONG: THURSDAY, 27th October. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

TUESDAY, 21st October. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 20th October. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SUNDAY, 26th October. 10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSIONS TO MACAO.

On SUNDAY, the 6TH NOVEMBER, 1910.

The Company's Steamship

"SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 4 P.M.

FARES:

1st Class Return \$3, Single \$1.50. and Class Return \$1.00, Single 60 cts.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION COMPANY, LTD.

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One of the above steamers leaves Canton for Hongkong every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Hongkong for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Canton by the Company's direct steamers "Lutan" and "Sainam". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the—

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Hotels.

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A. F. DAVIES, Manager.

Hongkong, 5th February, 1909.

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CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

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It is not the cheapest when purchased, but it is the

cheapest in the long run, as it proves by the fact that

the number of Remingtons sold annually is really

greater than that of any other make.

It is always ready, never out of order, and is the

leader among writing machines.

It does the best work and keeps going for the

longest time.

CAUTION.—Beware of skilfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and are really new, but in reality quite worn out and valueless.

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Dress Shirts.*

DRESS CLOVES,

DRESS TIES,

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ETC., ETC., ETC.

Wm. Powell, Ltd.

28, Queen's Road.

(Opposite Clock Tower.)

ON THE FRONTIER OF THIBET.

H. E. CHAO ERH-FUNG'S REFORMS.

A TRIBUTE BY THE FORMER JUNIOR AMBAN.

H. E. Wen Tsung-yao, former Junior Amban of Thibet, who favoured us, as our readers will no doubt remember, with a graphic description some weeks ago, of the 13th lama, has returned to Shanghai from the South, and been kind enough to supplement the information which he gave us in the former interview, with a long and interesting account of the conditions on the frontier between Szechuen and Thibet, and the wonderful transformation which has been wrought in that wide and extensive region since it came under the vigorous administration of H. E. Chao Erh-fung, the High Commissioner of Frontier Affairs (Chi Hui Tachen).

THE FRONTIER REGION.

The term "frontier" as used in relation to this particular part of the boundary of China, implies not merely a narrow dividing line—in which sense it is usually interpreted—but a stretch of country a thousand miles long and 200 miles wide, approximately, between Tachienlu and Chiancho; separating the jurisdiction of the Viceroy of Szechuen from that of the Amban of Thibet. Over all this extensive region the High Commissioner of Frontier Affairs holds undisputed sway, responsible to no one but his Imperial Master in Peking, and in a minor degree, his brother-in-law, H. E. Chao Erh-fung, the enlightened Viceroy of Szechuen. The High Commissioner of Frontier Affairs and the Amban of Thibet, H. E. Lien Yu, act in complete independence of each other, but both are answerable for their administration to the Viceroy of Szechuen and the Government in Peking. The country over which the High Commissioner rules is an elevated table-land ranging in height from 7,000 feet at Datsung, where H. E. Chao Erh-fung has his yamen, to 15,000 feet at Litang, while Tachienlu, "the gateway of Thibet" as it is termed, is 9,000 feet above the sea-level. The country, which is only now beginning to be developed, was quite wild and desolate when Chao Erh-fung assumed office. There were no roads, no telegraphs, no communication of any kind, and no crops, save a roughly cultivated wheat.

THE PEOPLE. About one million in number, were in a condition of the lowest moral degradation and material misery. Polyandry was generally practiced. What women had husbands at all had five or six, brothers as a rule; but vast numbers of women remained unmarried, becoming either inmates of nunneries or mesial slaves in the households of their more prosperous neighbours. Under these circumstances the population showed every sign of becoming extinct before the lapse of many years, and the few visitors who penetrated the country were invariably impressed by the apparent hopelessness of its prospects. The only satisfactory feature about the people's condition was their physique, and their agreeable, cheerful disposition. Their superior stature and build are accounted for partly by the fact that the day after children are born their mothers carry them to the nearest stream and plunge them into the water, even in the depth of winter when the temperature is after down to 15 or 20 degrees below zero. Infants which survive this heroic ordeal are then suckled thickly all over with grease and exposed for several hours every day of their young lives in the open air, so that they may grow up strong and hardy and fit to defy all weathers, which the majority of them are certainly well able to do. They are very good-natured and mild-mannered and as their language is the same throughout the entire region and easy for foreigners to acquire—the written language is Sanskrit—they make a very favourable impression upon all foreign travellers that visit the country.

THEIR GOVERNMENT.

Prior to the arrival of H. E. Chao Erh-fung to take over the administration of the country on behalf of the Chinese Government, these amiable but ignorant people lived under a system of two-fold oppression. They were oppressed and taxed by the "native rulers"—pally local tyrants who were supposed to be answerable to some loose, undefined way to the Government of Lhasa; but who, in practice, were held to account by nobody or nothing but their own sweet will—and they were oppressed by the inmates of the nunneries, which were by far the most numerous and flourishing institutions in the country. Government in the proper sense of the word there was none. Crime went unpunished and unheeded; no attempt was made to develop the country, or to initiate public works and the people were utterly neglected except when the time came round for them to satisfy the exactions of their oppressors. But these seasons came frequently enough in all conscience. Not only had the downtrodden folk to pay taxes to the native rulers on the one hand and the nunneries on the other, but they had to render manual service to both whenever called upon to do so, to provide poles, mules and yaks for their masters whenever the latter chose to move from one part of the land to another, and to find quarters for the military escorts by which their native rulers were invariably attended upon their travels, all free of charge.

THE COMING OF CHAO ERH-FUNG.

But the providential advent of H. E. Chao Erh-fung completely changed all this. About five years ago the Junior Amban of Thibet, Yang Chuan, was murdered by Thibetians near Lhasa and H. E. Hui Liang (New Viceroy of Manchuria) who at that time occupied the Viceroy's seat at Chengtu, acting under instructions from the Government at Peking, selected Chao Erh-fung, who was then one of the Tacties in Szechuen, to lead a punitive expedition to the scene of the murder. H. E. Chao displayed such energy and ability in the conduct of this mission, that he was appointed High Commissioner of Frontier Affairs and placed in the duty of introducing civilization all along the frontier between Szechuen and Thibet. This is the region over

which he has ever since exercised a wise, enlightened rule, over which in fact he has reigned a veritable Lord of the Marches. He found it a howling wilderness and he has transformed it into a veritable place of residence for the millions of people who constitute its population.

CHAO ERH-FUNG'S REFORMS.

It would be difficult to describe in a few columns of a newspaper a fraction even of the changes for the better which have been effected during H. E. Chao's administration. The most striking and important perhaps are those which belong to the department of communications. When he arrived there were no roads in the country. There is now a regular network of excellent highways throughout the entire region. Carefully levelled, well constructed they zigzag up along the mountain sides, down the slopes and straight across the wide flat stretches comparing favourably in every detail with the best roads that the British have made on the Indian side of the frontier. The only particular in which they are not quite up to the British standard is this, that whereas the British roads running along the H. Malay Peninsula are all protected with stout iron railings on the open sides, Chao Erh-fung's highways have not yet been provided with safeguards of this description. But the provision of this additional improvement is a matter of only a little more time. The bridges, which are very numerous, are all substantial, up-to-date structures, of wood and stone, built to all appearance, to last for centuries. These roads and bridges show evidence of the highest engineering skill and reflect the greatest credit on their designers, Chinese engineers, officers, and the Chinese soldiers who carried out the actual work of construction. The chief of these highways is that from Chiancho to Tachienlu. As there were no roads in the country prior to the advent of H. E. Chao Erh-fung, neither naturally were there any rest-houses, but these the energetic High Commissioner has also now provided. Comfortable buildings, on the lines to some extent of the famous Indian *dak* bungalows, are now to be found at short intervals all along the highways. They are free to the use of all travellers without charge, save the price of fuel and the small *chamkhu*, which is expected by the caretakers, and which, we need hardly say, is invariably forthcoming although its payment is by no means compulsory.

Another important improvement introduced by H. E. Chao Erh-fung, is the telegraph. Prior to his arrival there was no telegraph in the country but now, thanks again to the vigour of his administration, telegraphic communication may be had from all the larger centres, expeditiously and easily with all parts of the world.

Education and the encouragement of industry are also matters which have deeply engaged His Excellency's attention. After what has already been written we need scarcely refer to the utter absence of schools along the frontier prior to the advent of the High Commissioner. There are now 75 institutions of this character—ranging from a corporation school at Tachienlu, by girls. In the industrial department he has opened woollen mills and tanneries, and engaged experts to teach the people weaving and tanning which in a country so rich in flocks and herds as the Thibetan frontier, are industries with the most possible future before them. He is also using every effort for the promotion and improvement of agriculture. Before he arrived the only crop cultivated was wheat, in few, sparse patches. The Thibetans ate absolutely no vegetables. But now, His Excellency has introduced the cultivation of rice, which besides proving a great boon to the Chinese soldiers and settlers in the country, is also being gladly welcomed by the Thibetans as providing a most welcome addition to their former meagre diet of badly baked wheat cakes.

ADMINISTRATIVE REFORMS.

One of H. E. Chao's first proceedings in the country was to abolish the regime of the native rulers. These predatory rulers, treated with scant ceremony, sending them packing with small pensions, and replacing them with specially selected Chinese officials under whom the people now acknowledge that they are better off and happier than ever they were before in the whole course of history. He also sternly forbade the monks to levy any more taxes and gave the people to understand that they were no longer under any obligation to render free service to monks or native rulers or anybody else. In place of the taxes which they formerly paid to a multitude of oppressors they are now called upon to pay their new taxes only once a year, collected "in kind" on a scale of lead and a fixed rate for every pony or mule they possess, and half a rope for every yak or cow. The "commutation" of these animals, which was formerly freely practiced, is no longer permitted, the Chinese authorities paying half-a-ropen per day for every beast hired from the people for transport purposes.

The practice of polyandry is being firmly discouraged. Every couple about to marry must now appear before a Chinese official and register the contract, otherwise they will receive no help or protection in case trouble should arise between them and marriage. Everybody also is now given a Chinese surname in addition to his original Thibetan name and unions between people of the same surname or belonging to the same clan are strictly prohibited. The people are taking very kindly to the new institutions—to the list of which we may add the practice of vaccination, which has been introduced with the very best results, although it was only after His Excellency had bared his own shoulder and shown them that he himself had undergone the operation that the people would consent to submit to the process—so that in a few years the indications are they will be well-to-do, well-contented and prosperous, a condition as any to be found within the confines of the Chinese Empire.

The author of this remarkable transformation is the younger of a famous pair of brothers, the elder of whom occupies the exalted office of Viceroy of Szechuen. The High Commissioner is now 55 years of age, a tall, hale, strong and energetic man with nothing in his appearance to indicate that he has passed the prime of life, except his hair and mustache, which have completely whitened. He is a Thibetan, a man of the most progressive, practical and energetic type, who, through his services to his country, has already won a name for himself as a statesman, a soldier and a statesman. He is the first Thibetan to

Intimations.

A BILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worst remedy for a cold, cough or asthma, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago, the work of civilising and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOL'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

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ONE NIGHT ONLY.

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London, will give one of their Famous

Recitals at the

PEAK HOTEL,

ON

TUESDAY, 1st OCTOBER, 1910.

N.B.—All the Rafalewski compositions are now

obtainable at the local music warehouses.

Hongkong, 1st October, 1910. [679]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Build-

ings, Liverpool, England, is prepared to

accept Consignments of Local Products on

best terms. [458]

OSMAN & CASUM,

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HATS, RIBBONS, FLOWERS

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LACE and EMBROIDERIES a specialty.

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Samples on application.

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Hongkong, 6th September, 1900. [49]

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at the Premises formerly occupied by

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Plates, Glass and Iron Ware of all

descriptions always on hand for sale or

hire on reasonable terms.

Hongkong, 1st Oct. 1910. [49]

HONGKONG AVERAGE MARKET PRICES.

Corrected 27th Oct., 1910, 100 cts. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Moi Lung Pa 20

Corned—Ham Ngau Yuk 22

Roast—Shin 22

Breast—Ngau Lam 15

Scap, Tong Yuk 20

Steak—Ngau Yuk Pa 22

Shin—Ngau Lam 20

Sausages—Ngau Yuk Ching 25

Bullock's Brains—Know per set 9

Tongue fresh—Ngau Li each 10

Corned—Ham Ngau Li 20

Head—Ngau Tam 25

Head—Ngau Sam 25

Hump, Salt—Ngau Kin 25

Feet—Ngau Kook 25

Kidneys—Ngau Yik 25

Tail—Ngau Mei 25

Liver—Ngau Con 25

Tripe (dressed)—Ngau To 25

Calves' Head and Feet—Ngau Chai 25

Mutton Chop—Yang Pa Kwai 25

Lug—Yang Pa 25

Shoulder—Yang Shan 25

Pigs' Chitterlings—Oh Ching 25

Brains—Oh Kook 25

Fat—Oh Kook 25

Head—Oh Chai 25

Heart—Oh Sam 25

Kidneys—Oh Yin 25

Liver—Oh Con 25

Pork Chop—Oh Pa Kwai 25

Corned—Ham Oh Yuk 25

Lug—Oh Pa 25

Fat or Lard—Oh Yuk 25

Sheep's Head and Feet—Yang Tau 25

Kook 25

Heart—Yang Sam 25

Kidneys—Yang Yin 25

Liver—Yang Con 25

Sucking Pig, To Order—Oh Chai 25

Suet Beef—Sung Ngau Yuk 25

Mutton—Sung Yang Yuk 25

Veal—Ngau Chai Yuk 25

Sausages—Ngau Chai Yuk Tong 25

POULTRY.

Chicken—Kai Chai 25

Doves—Small—Sia Kai 25

Doves—Pan Kai 25

Eggs, Hen—Kai Tau 25

Fowls, Canton—Kai 25

Hillman—Hoi Nam Kai 25

Geese—Ngo 25

Geese, Wild Shanghai—Sheng Hoi Yu 25

Ngo 25

Musk Deer—Wong Kung 25

Hare—To Chai 25

Partridge—Oh Khoo 25

Phasian—Shan Kai 25

Pigeons, Canton—Pak Kung 25

Holow—Holow Pak Kung 25

Quail—Um Chai 25

Rice Birds—Wo Fa Chai 25

Snipe—Sa Chai 25

Turkeys, Cock—Fo Kai Kung 25

Hen—Na 25

Wild Ducks, Shanghai, Solap 25

Tail, Shanghai, Solap Chai 25

Wild Ducks Canton—Sung Shing Solap 25

AP 25

FISH.

Barbel—Ka Yu 25

Bream—Bin Yu 25

Canton Fresh Water Fish—Hoi Bin Yu 25

Garp—Li Yu 25

Goddish—Ohk Yu 25

Goddish—Mun Yu 25

Goby—Hal 25

Gottle Fish—Muk Yu 25

Dab—Sa Mang Yu 25

Croaker—Wong Mei Lun 25

Dog Fish—Ti Yu 25

Male, Gongor—Hal Man Yu 25

Female, Gongor—Hal Man Yu 25

Fresh water—Tun Sol Yu 25

Yellow—Wong Sia 25

Frog—Tian Kai 25

Garp—Sak Pan 25

Gudgeon—Pak Kung Yu 25

Herring—Tio Pak 25

Halibut—Chung Kwan Yu 25

Labrus—Wong Fa Yu 25

Loach—Wo Yu 25

Lobster—Lung Ha 25

Macrel—Chi Yu 25

Monk Fish—Mun Yu 25

Mullet—Chai Yu 25

Oyster—Sung Hoi 25

Parrotfish—Kai Kung Yu 25

Perch—Tun Loo 25

Pike—Fa Paw Poong 25

Plaice—Fai Yu 25

Pomfret, Black—Hak Ching 25

Pomfret, White—Pak Ching 25

Trout—Mun Ha 25

Ray—Fa Yu 25

Rock Fish—Pak Kung Yu 25

Sardine—Chun Yu 25

Skipper—Wong Kung Yu 25

Sole—Wong Kung Yu 2

Intimations.



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**WATSON'S
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A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

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GENUINE AGE

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**FINE MELLOW
FLAVOUR.**

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BRAND**

GUINNESS' STOUT
in PINTS and SPLITS.

**A. S. WATSON & CO.,
LIMITED,**

ALEXANDRA BUILDINGS,

Hongkong, 7th July, 1910.

IMPORTANT NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the Superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands "SUPREME" and "LILY" to suit the taste of everyone. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

**THE HONGKONG & CHINA
SHOE FACTORY, LTD.**

Works: 99 and 99, Praya East,
Office and Showroom: 38 and 38,

Des Voeux Road, Central, a
few doors from new Post Office.

Shanghai, 26th October, 1910.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 1, 1910.

SIR FREDERICK LUGARD'S RETURN.

To-day the Colony welcomed back its Governor Sir Frederick Lugard and upon no occasion over a series of many years have we witnessed such a gathering of our Colonial notabilities than the assembly which got together on Blake Pier this morning to meet His Excellency and Lady Lugard when they came ashore. Needless to say, there was a guard of honour and band, from the Buffs, but all the outward display was as nothing as compared with the cordiality of the individual reception. Everyone on the wharf and in its neighbourhood—and there were spectators, too, on every balcony in the vicinity—testified to the popularity of Sir Frederick and our Lady Governor. A great many of the fair sex were present at the landing and no doubt this was largely due to the fact that Lady Lugard was returning in perfect health after undergoing a rather rough spell at Home, to which she was forced to return some eighteen months ago through indisposition caused mainly by residence in the Colony. Sir Frederick has been accomplishing some good work at Home during his sojourn there and has had heaps of compliments paid to him for his administrative capabilities as evinced both in Hongkong and in other British possessions where he has served. One of the greatest compliments that he received was that which was paid to him at the "Colonial" dinner by Lord Curzon, from whom an eulogy on Crown Colonial administration is a valuable tribute and serves to make us deservedly proud of the head of our Government. As we have already recorded in these columns, His Excellency's chiefest desideratum during his visit to London has been to further the University scheme which Sir Hormusjee Modji has so generously built the foundations of. This is what the *Daily Graphic* has to say of our Governor's efforts in this direction:—"Sir Frederick Lugard makes an appeal which ought to meet with a ready response from all Englishmen. In the conception of the proposed Hongkong University there is an element of romance and knight errantry which lifts the scheme far above the commonplace. The University, though it is to be situated in Hongkong, is not primarily intended for the needs of that flourishing British Colony. Its primary purpose is to provide a readily accessible institution where Chinese young men may study Western learning, and in doing so touch with their own home influences and traditions. The practice of sending young Orientals to England or to America to study is already discredited among thoughtful observers of the relationships between the East and the West. The change of surroundings is so complete, the separation from home influences so absolute, that very few young lads are able to emerge from such a test unscathed. As our own experience in India has shown, the young Oriental who is sent to spend in England the most impressionable period of his life returns to the East filled with contempt for his old home surroundings, because he has outgrown them, and with hatred of his new European acquaintances because of the racial gulf which he has been unable to cross. Hatred and contempt are not passions which it is worth while to inculcate by expensive educational methods. On the other hand, there are practical difficulties in the way of establishing a modern University in China and under Chinese jurisdiction. These difficulties do not exist in Hongkong. British law there gives guarantees of security without which it would be impossible to start so bold a scheme, while at the same time there is in Hongkong a large and prosperous Chinese population, so that the young student would still be in contact with his own countrymen. Already over £100,000 has been subscribed in Hongkong and China for this far-reaching project, and it is earnestly to be hoped that Sir Frederick Lugard will be successful in raising here a substantial addition to this sum. This, we take it, is a handsome testimony to the strenuousness with which His Excellency has been pursuing his Hongkong University campaign in England as well as showing that while he was there his time was not all leisure, although he was well entitled to that relaxation. Since Sir Frederick left the island, many important things have taken place locally. Some new Ordinances have been passed into law, all tending to the welfare of the community. As before, Sir Henry May has kept well up the dignity of our governmental chair and pursued a steady policy of progress. In the New Territory, the development of the country has proceeded steadily. New roads have been constructed and bridges built. Most important of all, however, is the fact that the British section of the Kowloon-Canton Railway has been got into running order and is now in complete working fashion. Our Governor no doubt, will find satisfaction in going over the new work done in the Colony since his departure and witnessing the immense progress which has been made in the forwarding of his own administrative policy.

THE FUTURE OF HOIHOW.

As long ago as April last we called our readers attention to the important trade of Hainan Island, and the probable loss to British merchants involved by the apathy of the Two Kwang Viceroy and his apparent reluctance to carry out the Hoihow Conservancy scheme. The Hongkong Chamber of Commerce took the matter up. H.B.M. Acting Consul referred it to H.B.M. Minister in Peking, and in that limbo of British interests, the Legation, the scheme has since reposed in peace. It should be understood that Hoihow is the only shipping port in Hainan, and that it is rapidly becoming cut off from navigable water by the mud flats. Hongkong is the chief distributing centre and main market for Hainan's produce and needs. The question of the condition of Hoihow harbour is one of very practical interest to the Hongkong shipping trade as well as to other industries. At present we read in the latest consular report on Hoihow a sad account of the menace to the continuance of the trade caused by the shortightedness of the Provincial Government. A comparatively small sum, only 600,000 dollars, part of which the foreign shipping companies, and the merchants consented to pay by means of tonnage dues, is all that is needed "to effect the conversion of the Hoihow mud flats into a channel between anchorage and shore, navigable by launches at all states of tide and weather." At present the lighter coolies appear to be the masters of the trade for the least change of weather offers an excuse for idleness and extortion on their part. Their combination is strong, and they have no opposition to encounter; they can, and do, dictate terms, increasingly exorbitant, to the shipping agents. Their increasing charges and the expensive delay to steamers caused by their independence have naturally an effect on the prices of imports and exports. The improvement of the channel to admit steam launches and large covered lighters at all states of the tide would preclude delay to steamers and damage to cargo, but the apathy of the local and provincial officials will, if continued, effectually fetter the rich soil of Hainan. The value of the export of betel-nut last year was £25,579, of sugar £26,694, of grass-cloth £26,461, of pigs and cattle £148,476. The total value of exports in Hongkong amounted to the large sum of £290,555, and the value of imports from this Colony was the still larger sum of £479,349. As we have already pointed out in a previous article it has been proved by actual experiment that rubber and cassia camphor and tobacco could be raised in the Hoihow district. The British pride that although we can justly claim from 75 to 80 per cent. of the whole trade of Hainan as British, yet British shipping decreased by one-half last year. Of course it will continue to decrease as long as the labour conditions remain what they are. And for this the Provincial Authorities will be to blame. We see nothing in the consular report before us which directly attributes to those Authorities the blame for the wretched state of telegraphic communication between Hoihow and the rest of the world. The Hainan Straits are 14 miles wide, and on the mainland opposite Hoihow, is a place called Hsu-wen. There is a wireless installation at both places. There is a land line from Hsu-wen to Canton. A telegram therefore from Hongkong to Hoihow giving a typhoon warning would go from here to Canton, from Canton to Hsu-wen, and from there by wireless to Hoihow. But the wireless installation is obviously one of the least efficient in the Chinese Empire, that is, in the world, and the land line behaves as land lines out here always can be expected to behave, so that by the time the warning reaches Hoihow several days have elapsed and the typhoon has passed. It frequently happens that a letter posted in Hongkong to Hoihow on, say, Monday when a telegram also is sent, will arrive on Wednesday. But the telegram will arrive on Friday or Saturday. This is really very disappointing. If the radius of the wireless installation were so increased as to establish direct communication with Canton, and perhaps with Manila, the danger to shipping of being overwhelmed by a typhoon without warning would be obviated. We recommend the attention of our Chinese friends to these friendly criticisms; their interests not less than those of our trade are involved and the more that this is realized the better it will be for them and for us, and for the trade of Hongkong. The new Viceroy has the interests of Chinese trade deeply at heart. The development of the country's great resources has been his study and is his great object in life. When congratulating him on his present dignity we hope that the Chinese Chamber of Commerce will not fail to bring to his notice the needs and opportunities of Hoihow.

The O.P.R. Company is in receipt of advice from their Yokohama Agency that the latter are in receipt of a wireless message from the R.M.S. *Empress of India* that the vessel is expected to reach Yokohama on the 3rd November at 8.00 a.m. At the time the message was despatched, the steamer was 1,500 miles from Japan. The *Empress of India* (4th Voyage) left the 15th October.

SHANGHAI RACES.

Autumn Meeting.

The following are the results of the first five events in connection with the Autumn Meeting held at Shanghai to-day—
THE MALOO FLAT, 1 MILE.
Stadacona (Jones) 1
Chric (Vida) 2
Planola (Bukill) 3
Time: 58 4/5 secs.
THE CRITERION STAKES, 1 MILE.
Hankow (Morris) 1
Cherityree (Vida) 2
Worcester (Lawrence) 3
Time: 1 min. 4 2/5 secs.
THE MAIDEN STAKES, 1 MILE.
Crusader (Rowe) 1
Rejected (Johnston) 2
Liddlebank (Bukill) 3
Time: 1 min. 29 secs.
THE FAH WAH STAKES, 1 MILE.
Spring Rose (Bukill) 1
China (Gumming) 2
Stirrup Cup (Campbell) 3
Time: 3 min. 10 secs.
THE FRUITFUL NAVY CUP, 1 MILE.
Asshore (Bukill) 1
Caprice (Vida) 2
Dialose (Lindsay) 3
Time: 1.31 2/5.

LOCAL AND GENERAL.

The Hindoos will celebrate the "Devaki" Festival to-morrow.

A CHINESEMAN was awarded a month's imprisonment at the Magistrate's Court this morning for watching a pocket-book from an old man.

HARMON'S CIRCUS will give their second matinee performance to-morrow afternoon when children will be admitted half price.

A HAWKER was sentenced to one month's imprisonment this morning for offering a bribe of 50 cents to a *lehong* while under arrest.

THE Kuala Lumpur Postal Clerk has been informed by their head that in future unless wearing a shirt, they must not remove their coat when on duty. The wearing of a singlet is therefore discontinued.

THE Diplomatic Corps has addressed a communication to the Wai Wo-pu to the effect that the indemnities must be duly paid in despite of what has happened in Shanghai, and the latter has advised the Board of Finance accordingly.

THE success of the Refalawzi-Lili Sharp Recital to-morrow evening at the Peak Hotel seems assured. Booking is brisk and a party from Government House is to be present. The plan is at the Peak Hotel. The Recital will commence at 9.15 p.m. sharp.

THE efforts of China's modern men to establish a Parliament show no signs of abatement. The latest advice from the North states that the Governors and Viceroys of seventeen Provinces have agreed to support a bill which has been greatly improved.

THE Skipper of the s.s. *Kwang Yuen* was prosecuted this morning by Mr. J. Franco, junior, for keeping of Green Island, for dumping rubbish into the harbour. The case was brought before Mr. Hallifax, First Police Magistrate, and was remanded owing to the Captain's not putting in an appearance.

RETURN of visitors to the City Hall Library and Museum for the week ending the 30th October, 1910:—

	Library	Museum
Non-Chinese	404	331
Chinese	180	3,065
Total	584	3,396

THE condemnation of Chinese docks and the firing of two persons at West London Police Court for exposing them for sale when unfit for human food led a newspaper representative to make inquiry among the importers in London as to the consigning of docks from China. He found that the attempt to make a market proved as dismal a failure as that of China pig. Few Englishmen, having once tasted an imported dock from the land of rice, would care to repeat the process. A leading importer in the Leadenhall Market said a consignment of docks sent over early this year was not worth roasting, and even when roasted they were distasteful to English palates.

SOUTH CHINA ITEMS.

DEPARTURE OF CHINESE MINISTER.

[Translated from the *Nation Press*.]

The newly-appointed Minister for China in England will leave Shanghai on the 8th inst. by the English Mail, which is due in Hongkong on the 11th inst.

A COMPLAINT.
The representative of the Canton Chambers of Commerce has addressed a petition to Tao Tai Chan, of the Public Works, asking that the boilers of water tanks should be stopped from running at night. The petition has been rejected owing to numerous out breaks of fire.

NAVAL MATTERS.
The Admiralty has deputed Lieut. Kwock Hong, to receive Prince Shun Pei-lap, Lord of Admiralty. He will leave by the China Navigation Company's steamer *Sun Ming* for Canton to-day and will arrive at Peking on the 5th inst.

TYPHOON WARNING.

The telegram quoted below was received from the Man'ia Observatory at the American Consulate General to-day:—

Manila, October 31, 4.45 p.m.
Cyclone or Typhoon over the Luzon Islands moving W.
Manila, November 1, 10 a.m.
Cyclone or Typhoon over the Luzon Islands moving W.
Cyclone or Typhoon over the Luzon Islands moving W.

Oil Ship on Fire.

IN CANTON.

STANDARD OIL CO. TO THE RESCUE.

We are in receipt of news this morning that a serious fire occurred on board the Norwegian steamer *Nord* whilst she was lying at the wharf in Canton discharging a cargo of Burmah oil into the Hamburg-America's godowns. It appears that the outbreak was caused by the overturning of a lamp in the fore-cabin and it is a very fortunate circumstance that the conflagration did not get an opportunity of involving the whole cargo, in which case the ship herself would inevitably have been destroyed with probably disastrous results to the cargo.

OTHER SHIPPING.

In the river. As it was, as soon as the alarm was given, prompt assistance was got from the Standard Oil Company's depot which immediately adjoins the wharf at which the *Nord* was lying at the time of the mishap, and Captain Smith, the superintendent, was so energetic in getting his fire-extinguishing apparatus into operation that the flames were effectually prevented from procuring a hold upon the cargo.

Some 1,500 feet of hose belonging to the Standard Oil Company was used in combating the flames and it speaks much for Captain Smith and the men under his control that the fire was got under in less than one hour and a half. From all accounts, there was no injury done to the frame of the *Nord*, the fire having been confined to the fore-cabin where it originated and the damage is reported to be comparatively trifling.

The *Nord* is a steel screw steamer of 7,160 tons net, was built in 1895, and belongs to Christiana. Her cargo, we believe, belongs to the Straits Petroleum Company and she has been engaged for a number of years in the Rangoon oil trade.

THE BLUE FUNNEL LINE.

The Steamers of the Blue Funnel Line have a world-wide reputation, founded on a record of service to the public which extends over fifty years. The passenger service between Great Britain and Australia is to be inaugurated by three steamers, the *Arcturion*, the *Arcturion*, and the *Arcturion*, which have been specially built for the trade. They are each twin-screw vessels of over 10,000 tons gross register tonnage, and no effort has been spared to ensure the safety, comfort, and general well-being of the passengers. These steamers carry Saloon passengers only, and the Managers feel sure that in providing a line of steamers of this kind, giving very superior accommodation at moderate rates of passage money, they are meeting a want widely felt among the travelling public in a way which will be much appreciated. A fully qualified Surgeon is carried, and also an efficient staff of Stewards and Stewardesses fully adequate to give proper attention to the passengers.

THE Blue Funnel Line's telegraph is installed in all three steamers. The cabins are large and airy, situated amidships, giving easy access to all the public rooms. Each cabin is fitted with a chest of drawers and a wardrobe, which enables passengers to live in ordinary comfort while on board, instead of "in their trunks."

The Dining Saloon, Drawing Room and Smoking Room, are spacious and lofty apartments, well lighted and ventilated. They can be reached from all the cabins without passengers having to go outside on deck.

DECK SPACE.

As regards deck space passengers will have the run of the whole ship, with the exception of those portions reserved for the use of the officers and crew. A covered shelter is fitted at the after end of the promenade deck, to which passengers can retreat in wet weather while still remaining in the open air.

Special thought has been devoted to the equipment and ventilation of the Lavatories and Bath Rooms, the accommodation in this respect being particularly airy and commodious.

Space is allotted to a Children's Nursery, a Hospital, and a Barber's Shop, and a photographic Dark Room is also available for the use of passengers. Each steamer carries a Library containing a large selection from the works of the best authors of English Literature, and games are also provided for the amusement of passengers.

LINDBAY AND KITCHEN.

There is a Lindey on board, capable of dealing with the washing of passengers' linen, etc., during the voyage. Particular attention has been paid to the Kitchen Department. The kitchen is fitted throughout with the most up-to-date appliances, and a large staff of cooks is employed under the supervision of the fully qualified Chef. All the provisions are of the best quality obtainable, and it is the intention of the owners that by special study the culinary monopoly of the ship's menu, as frequently noticed on board ship, shall be avoided.

We have to thank Messrs. Butterfield & Swire for the pamphlet in which the above are extracts.

HOCKEY MATCHES.

QUEEN'S COLLEGE vs. R.E.

The Queen's College Hockey team met the Royal Engineers in a friendly game of hockey yesterday afternoon. A good game was put up by the boys, although their opponents proved the victors. The Boppers opened the score. The game resulted in a win for the Royal Engineers by 2 goals to 1.

B.O.C. vs. Y.M.C.A.

This match was played yesterday afternoon on the Hongkong Hockey Club ground and resulted in a win for the B.O.C. by one goal to nil. The latter team played with only 9 men.

ROYAL ENGINEERS vs. 11th MARRATTAS.

The above match will be played on the U.C.C. ground to-morrow. B.O.C. vs. Y.M.C.A. will be represented by the following:—Lance, Allen, Jones, J. R. Wood, Dr. and Mrs. Jordan, Gomm, J. J. Leira, Consul for Portugal, and Dr. J. W. Noble.

ARRIVAL OF SIR FREDERICK LUGARD AND LADY LUGARD.

OFFICIAL LANDING.

Shortly after nine o'clock this morning, Hongkong had the pleasure of welcoming back to the Colony His Excellency Sir Frederick and Lady Lugard after a holiday at Home. Arrangements were admirably carried out to give our popular Governor and the so less popular lady who accompanied him as royal a welcome as possible after their protracted stay in the home-land and consequently Blake Pier presented a gala appearance with its tasteful array of fresh, green palms and the red carpet which extended across the entire length of the pier. Outside the pier, a guard of honour detailed from the Buffs, consisting of 100 rank and file, with Lieuts. Norman and Gould bearing the colours of the Regiment, was drawn up under the command of Captain Worthington. On the pier itself, a large number of influential citizens awaited the arrival of Their Excellencies and among the gathering we noticed Lady and Miss May, Mr. and Mrs. Shelton Hooper, Major-General Anderson, Commanding the Forces in South China, Mr. and Mrs. E. D. C. Wolfe, Chev. Volpicelli, Italian Consul, Messrs. Ho Fook, Sia Tak Fan, Ho Kim Yung, His Lordship Bishop D. D. Pissott, Rev. Father Spide, Dr. J. M. Atkinson, Sir Hormusjee Modji, Hon. Mr. A. W. Brewis, His Honour F. A. Haselwood, Puisne Judge, Messrs. E. A. Irving, A. H. Harris, Hon. Mr. Murray Stewart, Sir Francis Pigott, Chief Justice, Capt. F. W. Lyons, Deputy Captain Superintendent of Police, Lieut.-Col. A. Chapman, Hon. Mr. W. Chalmers, Hon. Mr. E. Osborne, Messrs. Liu Chai Pak, Wong Kam Fok, Ng Hon Chi, Leung Pui Chi, C. W. Lee Jones, J. R. Wood, Dr. and Mrs. Jordan, Gomm, J. J. Leira, Consul for Portugal, and Dr. J. W. Noble.

On Their Excellencies' arrival at Blake Pier the usual salutes were fired. The party assembled on the pier then shook hands with Their Excellencies, after which the Guard of Honour presented arms, a few bars of the National Anthem being played simultaneously. His Excellency inspected the men and shortly afterwards both His Excellency and Lady Lugard proceeded in chairs to Government House.

We were glad to notice that Lady Lugard was looking very well this morning. After the serious illness through which her Ladyship recently passed, it is distinctly gratifying to have Lady Lugard again with us and we wish both Sir Frederick and Lady Lugard a pleasant sojourn in the Colony.

APPLICATION FOR BAIL.

QUESTION BEFORE THE CHIEF JUSTICE.
Before the Chief Justice, Sir Francis Pigott, at the Supreme Court this morning, Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, made an application on behalf of Wong Tai, a prisoner confined in Vi toria Gaol, for bail to be granted. Hon. Mr. W. Res-Darvis, K.C., Attorney-General, instructed by Mr. H. L. Denham, Esq., of the Crown Solicitors' Office, appeared in opposition to the application. Mr. Potter stated that under the Crown Office practice, where a man was in custody, the Court should be summoned by writ of *habeas corpus* to show cause why bail should not be granted. Even when a prisoner pleaded guilty, there was inherent power vested in the Court to grant bail. There were two ways of asking for bail, one of which was when the Court originally exercised its jurisdiction to grant bail. His Lordship—I don't see how it can be done by *habeas corpus*, because the custody is illegal. Proceeding, his Lordship stated that the question of allowing bail was a question of discretion; Counsel was appealing to the inherent jurisdiction of the Court.

Mr. Potter contended that the practice in this Colony differed from that obtaining at Home. Here there was an express formulation. The Section was very wide. Even where a prisoner was guilty of treason, he could come before the Court and apply for bail, whether he had been committed for trial or not. Counsel proceeded to read the Section, which he said removed all doubt as to whether prisoners could apply to the Court for bail while under remand. His Lordship said he was not sure whether the Section applied, where bail had already been asked for before a Magistrate, who refused it for some reason or other.

Mr. Potter said there was no reason why a Magistrate should not sit at night. He could do so even if prisoner had been committed for trial. After further argument, the application was refused.

RAID ON OPIUM DIVAN.

DIG CAPTURE BY THE POLICE.

Thirty-four natives were charged this morning before Mr. E. R. Hallifax, First Police Magistrate, for smoking opium in a divan. The case was made by Detective Sergeant Watt, who raided a house at Tai Wong Lane, Wanchai. While carrying out his duty, the man escaped by cutting off his nose. The Magistrate was produced in Court this morning after having evidence the Magistrate imposed a fine of \$150 on the keeper of the den and fined the remainder \$5 each.

FIRE AT SHAKOIKWAN.

GOOD WORK BY THE BRIGADE.

A fire which originated in a stack of hay racks broke out at Shakoikwan near the Shamshing Terrace early yesterday morning. The Shamshing Brigade rushed out in good time and after four hours' hard work succeeded in putting out the fire. As a result of the outbreak, five racks, which were lying about ten to fifteen yards away from the terrace, were burnt out. The amount of the damage was slight.

TYPHOON IN THE LOOCHOOS.

WRECK AND LOSS OF LIFE.

A despatch from Naha, Loosha Islands, reports that the storm which swept the islands on the 10th and 11th inst. greatly damaged the crops, particularly the rice. The steamship *Mikasa* was wrecked on the 10th inst. at Naha. Thirty passengers and several crew members were killed. Only a few boats have been recovered and the bodies of many of the victims have not yet been recovered. The bodies of many of the victims have not yet been recovered. The bodies of many of the victims have not yet been recovered.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., etc. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" TUESDAY, NOV. 2TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"MONTEAGLE" WEDNESDAY, JAN. 12TH.	
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. BRADDOCK, General Traffic Agent, Corner Padder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"HANGSANG"	WED. DAY, 2nd Nov., 4 P.M.
TIENSIN	"CHEONGSHING"	FRIDAY, 4th Nov., Noon.
MANILA	"YUENSANG"	FRIDAY, 4th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	SATURDAY, 5th Nov., Noon.
MANILA	"LOONGSANG"	FRIDAY, 11th Nov., 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	MONDAY, 21st Nov., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kaituma" and "Kooking" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kodat, Lahad, Dava, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers. Hongkong, 31st October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINEVA"	3rd Nov., 4 P.M.
HAIPHONG	"SINGAN"	4th Nov., 10 A.M.
SHANGHAI, CHEFOO & NEWCHWANG	"POOHOOW"	5th Nov., Daylight.
SHANGHAI	"ANHUI"	5th Nov., Midnight.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN"	8th Nov., 4 P.M.
LOILO & CEBU	"BUNGKANG"	10th Nov., 4 P.M.
CHEFOO & TIENSIN	"KUEIKHOW"	10th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports, DIRECT SAILING TO WEST RIVER, Teles Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Aichi, Chosen, Lion, Chinko), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers (and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung).

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTENFIELD & SWIRE, Agents. Hongkong, 1st November, 1910.

HONGKONG—MANILA CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captn.	For	Sailing Date
MOJI	1,500	R. Rodger	MANILA	SATURDAY, 5th Nov., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. HONGKONG, 1st NOVEMBER, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WEDNESDAY, 2nd Nov., at Noon.
V. MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 2nd Nov., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU"	THURSDAY, 3rd Nov., at 10 A.M.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 6th Nov., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 9th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nanking Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$55.00. 3rd Class, \$37.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 31st October, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAKESU MARU, Capt. A. Chikubaru, Tons 8000 KAM MARU, Capt. F. Sommer, Tons 9300 AKI MARU, Capt. K. Komma, Tons 7300	WED. DAY, 9th Nov., at Daylight. WEDNESDAY, 3rd Nov., at Daylight. WEDNESDAY, 7th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAM KUEI MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 3rd Dec. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishiwa, Tons 7000	TUESDAY, 8th Nov., at Noon. TUESDAY, 6th Dec., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6300 YAWATA MARU, Capt. T. Sasaki, Tons 5000	FRIDAY, 25th Nov., Noon. THURSDAY, 22nd Dec., at Noon.
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU, Capt. N. Tsuruta, Tons 5000	MONDAY, 7th November.
SHANGHAI, MOJI & KOBE	TJISA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 9th November, P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sasaki, Tons 5000	TUESDAY, 23rd Nov., at Noon.
KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Moss, Tons 4000	THURSDAY, 10th Nov., at 5 P.M.
YOKOHAMA	KAWACHI MARU, Capt. H. Peterson, Tons 7000	SUNDAY, 3rd October.

Fitted with new system of wireless telegraphy. Cargo only. * Carries deck passengers. * Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIYASAKI MARU	9,000	15th Feb.	To London, via New Steamer
KITANO	9,000	1st March	1st class Single... \$50
IYO	9,000	15th "	" 2nd class Single... 35
HIRANO	9,000	29th "	" 3rd class Single... 25
TANGO	9,000	12th April	" Old Sir. 1st class Single... 50
KAMO	9,000	26th "	" 2nd class Single... 35
AKI	9,000	10th May	" 3rd class Single... 25
MISHIMA	9,000	24th "	" Return... 45

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers. Tons Leave Hongkong

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points
INABA	7,000	28th March	1st class Single... \$30
TAMBA	7,000	25th April	" 2nd class Single... 25
AWA	7,000	23rd May	" 3rd class Single... 20

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nanking 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information apply to Freight, Passage, Sailings, etc., apply to J. KUNIMOTO, General Manager.

Shipping—Steamers.

FOR SINGAPORE AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "LIGHTNING," Captain E. F. Smith, will be despatched for the above ports TO-MORROW, the 2nd Nov., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 1st November, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON, AND ANTWERP.

THE Steamship "FLINTSHIRE," Captain G. C. Cundy, M.R.S., will be despatched as above about 7th November.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 27th October, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship "EMPIRE," Captain Helms, will be despatched as above on SATURDAY, the 27th November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 16th October, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captn.	On about
Ayres	4,365	J. Boyd	10th Nov.
Redhill	5,882	H. E. Dowell	15th Dec.
Buccia	6,352	F. S. Cowley	17th Jan.
Kunze	6,237	G. B. McGill	9th Feb.

Calling at Amoy and Keelung if sufficient indentment offers.

These steamers are especially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings. Hongkong, 22nd October, 1910.

HONGKONG-BOSTON-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK via PORTS AND SUZ CANAL. (With liberty to call at the Malabar Coast).

S.S. "INDRAURA" On or about 26th Nov., 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 1st November, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL. (With liberty to call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK ONLY.

For Freight and further information, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 1st November, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAK, GULF, CONTINENTAL, AFRICA, CAN and SOUTH AFRICAN PORTS.)

THE Steamship "ARCADIA," Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 13th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Macedonia," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valisiers, all Cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Pomona" in London on 21st December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Consents and Values of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendant. Hongkong, 31st October, 1910.

"INVER" LINE OF STEAMSHIPS, LIMITED.

FOR BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship "INVERESK," Captain A. H. Smith, will be despatched as above on or about 8th November.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 24th October, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI. SIDA IN ROYA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, ALEXANDRIA, NAPLES, LONDON and GENOA, also SWITZERLAND, TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALCUTTA.

(Taking Cargo at through Rates to PANAMA, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Morasco, will be despatched as above on SATURDAY, the 13th November, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents. Hongkong, 31st October, 1910.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers.

"ARCADIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London &c., via S. S. "Heldra." From Australia, via S. S. "Calina." From Persia, Gulf, India, B. I. S. N. and B. I. S. N. Co.'s Steamers.

Optional Goods will be landed here, unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd Nov. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by mail in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour, all claims must be presented within two days of the steamer's arrival after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendant. Hongkong, 27th October, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from the Godowns at 10 A.M. on SATURDAY, the 3rd November, 1910.

For further information, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 1st November, 1910.

VISITORS AT THE HOTELS

only fully prepaid letters and
consigned by the Siberian

Key, Dr. F.	Storia, A.
Leahner, Mr.	Taylor, R. P.
Lyon, H. C.	Wilson, F.

CRAIGSBURN.

Adams, Mr. and Mrs. Jones, Dr. and Mrs.
F. R. J. Evans

Caldwell, Mr. and Mrs. Knott, Mrs.
 C. A. Kyed, M. M. & Mrs. T. W.
 Campbell, S. J., Smith, Gresham
 Castanet, Mr. and Mrs. Smith, Miss D.
 W. H. Smith, C. W. & Mrs. F.
 Grant-Smith, E. Wilson, C. L.
 Hollingsworth, Mr. & Mrs. R. M.

CHINA COAST METEOROLOGICAL REGISTERS,
 October 31st, 1910, a.m.

	Bar.	Th.	Wind	W.
1/2 livestock, y a.m.	30.48	—	50	a b
1/2 m mato, y a.m.	30.24	—	50	—
1/2 iodate	30.20	—	N	3

g—Per *Singon*, 4th Nov., 9

Waghorn	"	30.29			W	E	1	
Walla	"	30.30			W	E	1	
Walla	"	30.16			W	E	1	
Walla	"	30.07			W	E	1	
Walla	"	30.03			W	E	1	
Walla	"	29.97			W	E	1	
Walla	6 a.m.							
Walla	9 a.m.	30.31	64	81	SW	W	1	c
Walla	3 a.m.							
Walla	"	30.05	68	79	W	E	1	
Walla	"	30.02	67	69	SW	E	1	
Walla	"	30.19	68	74	W	E	1	
Walla	"	30.13	69	70	W	E	1	
Walla	6 a.m.	30.09	68		W	E	1	
Walla	"	30.05			W	E	1	
Walla	5 a.m.	30.01			W	E	1	
Walla	"	30.00			W	E	1	
Walla	"	30.00			W	E	1	
Walla	"	29.98			W	E	1	
Walla	9 a.m.	30.03	74	76	E	W	1	b
Walla	10 a.m.	30.07	70	61	E	W	1	c
Walla	"	29.98			SW	E	1	
Walla	"	30.10			W	E	1	
Walla	9 a.m.	30.68	81		E	W	1	c
Walla	"							
Walla	"							
Walla	8 a.m.	30.05	73		SW	E	1	
Walla	"	30.01	79		SW	E	1	
Walla	6 a.m.	30.08	75					
Walla	10 a.m.	30.80	84	77	W	E	1	c
Walla	5 a.m.							
Walla	9 a.m.	30.76	81					
Walla	"	30.73	82					
Walla	"	30.65	81					
Walla	9 a.m.	30.61	81					
November 1st, 1910 a.m.								
Walla	7 a.m.	30.28	44	65				
Walla	6 a.m.	30.48			E	1		
Walla	"	30.42			SW	W	1	
Walla	"	30.35			SW	W	1	
Walla	"	30.29			SW	W	1	
Walla	"	30.21			SW	W	1	
Walla	"	30.17			E	1		
Walla	"	30.10			E	1		
Walla	"	30.07			E	1		
Walla	"	30.01			SW	W	1	
Walla	"	29.95			SW	W	1	
Walla	5 a.m.							
Walla	9 a.m.	30.31	60	88	W	E	1	op
Walla	6 a.m.							
Walla	9 a.m.	30.15	67	89	W	E	1	om
Walla	"	30.13	68	100	W	E	1	om
Walla	"	30.09	74		W	E	1	b
Walla	6 a.m.	30.03	78	57	W	E	1	b

Shire ...	Singapore	I. M. &
... ..	Yokohama	P. M. O
of India	Managers	C. B. B.

Shaw	9 a.m.	39.64	77	NW	3	—
Secord Jr.	"	39.66	—	—	—	—
Union	9 a.m.	39.66	74	ENE	5	b
W. 1st	10 a.m.	39.64	80	61	ENE	b
Victoria Peak	"	—	77	—	5	—
Rock	"	39.61	77	ENE	5	—
1st	"	39.68	77	NE	5	c
W. 2nd	9 a.m.	39.12	69	—	—	—
W. 3rd	"	—	—	—	—	—
W. 4th	"	—	—	—	—	—
W. 5th	3 a.m.	—	—	—	—	—
W. 6th	"	—	—	—	—	—
W. 7th	3 a.m.	39.86	79	—	—	—
W. 8th	10 a.m.	39.76	80	NE	2	p
W. 9th	"	39.63	77	—	3	o
W. 10th	3 a.m.	39.63	77	—	8	s
W. 11th	"	—	—	SW	5	or
W. 12th	"	39.56	78	—	4	or
W. 13th	"	39.46	78	W	—	or
W. 14th	"	39.53	79	—	—	—

Oct. 11	Oct. 12
39.67	39.68
70	70.08
61	67

Barometer	70
Temperature	70
Humidity	61

END PAGE

STATION.		LAST REPORTED AT	
Mr P. H. Noble	1001	1001	Yaque
W. H. Adams	1001	1001	Hongkong
Washington	1001	1001	Shanghai
Mr E. H. Donovon	1001	1001	Wai-sai-wai
Cruiser	1001	1001	Yaque
1001	1001	1001	Hongkong
Veale	1001	1001	Guilford
Mr G. P. Land	1001	1001	Hongkong
Shells	1001	1001	Nagasaki
Mr J. J. Goy, V.O.	1001	1001	Guilford
Mr H. S. Monroe	1001	1001	

Lyndon, Capt. & Mrs. Reloff.

H.M. BRITANNIA MAJESTY'S SHIPS ON THE CHINA STATION.						
NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
despatch-vessel		700	4	1,000	Acting-Commander P. H. Noble	Yantai
cruiser, and class		4,350	10	7,000	Comdr. R. E. Kiddle	Hongkong
silver gunboat		710	5	900	Li-Comdr. R. G. Wainman	Shanghai
silver gunboat		1,070	6	900	Lieut-Commander R. H. Desoers	Wei-hai-wei
sloop		1,070	6	1,500	Commander H. Lyne	Canton
water tank and tug		390	—	100	Master W. Smith	Hongkong
sloop		1,070	6	1,400	Commander H. R. Yale	Canton
torpedo boat destroyer		306	6	5,700	Lieut-Commander O. M. Land	Hongkong
cruiser, and class		4,350	10	7,000	Captain John Nicholas	Nagasaki
torpedo boat destroyer		275	6	4,000	Lieut-Commander B. J. Gray, V.O.	Canton
torpedo boat destroyer		275	6	4,000	Lieut-Commander H. S. Monroe	"
torpedo boat destroyer		280	6	5,000	Lieut-Commander G. R. Heathcote	"
cruiser, 1st class		9,000	24	25,000	Captain S. Farquhar	Hongkong
silver gunboat		616	4	1,800	Lieut-Commander T. J. S. Lyne	Yantai
surveying ship		5,070	6	1,800	Comdr. F. G. Learmonth	Bombay
armoured cruiser, 1st class		14,000	14	27,000	Act. Captain A. Lowndes	Hongkong
cruiser, 1st class		9,800	14	25,000	Captain H. L. P. Hard	Canton
silver gunboat		150	2	800	Lieut-Commander G. P. Leith	West River
silver gunboat		85	2	140	Lieut-Commander O. H. Woodward	Yantai
torpedo boat destroyer		350	6	6,100	Commander Lumbe	Canton
silver gunboat		85	2	140	Lieut-Commander Cosmo Douglas	West River
silver gunboat		85	2	140	Lieut-Commander E. J. Southby	Hongkong
silver gunboat		85	2	140	Lieut-Commander J. M. Barker	Yantai
torpedo boat destroyer		350	6	6,100	Comdr. E. J. Trillo	Hongkong
surveying ship		4,650	6	1,800	Commander G. J. Lyne	Hongkong
silver gunboat		120	2	800	Lieut-Commander A. J. Buchanan	Yantai
silver gunboat		720	6	6,000	Lieut-Comdr. M. D. Ballie Hamilton	Hongkong
torpedo boat destroyer		350	6	6,100	Lieut-Commander G. R. Land	Hongkong
surveying ship		620	4	1,500	Lieut-Commander R. L. Hancock	Shanghai
torpedo boat destroyer		350	6	6,100	Lieut-Commander G. E. Hartland	Hongkong
silver gunboat		195	2	800	Lieut-Commander M. H. Widdis	Yantai
silver gunboat		150	2	800	Lieut-Comdr. E. R. Brooke	Yantai
silver gunboat		350	2	1,500	Lieut-Commander G. V. A. Minto	Yantai

SHARE QUOTATIONS

Supplied by Messrs. E. S. KANDOLIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP	PORTION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS	CL. / MO QUOTATIONS
				RESERVE	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$1,219 50	2 1/2 for first half year ending 30.6.10 @ ex 1/51 = \$12.45	\$30 sales \$26 10/-
National Bank of China, Limited	99,995	47	46	\$6,000 \$5,000	\$30,555	\$2 (London 3/6) for 1909	\$81 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$350	\$350	\$1,500,000 \$1,500,000 \$1,500,000	none	\$15 for 1909	\$175 ex div.
North China Insurance Company, Limited	10,000	415	45	Tls. 22,500 Tls. 22,500 Tls. 22,500	Tls. 205,119	Final div. of 7 1/2 % for 1909 making 15 % in all	Tls. 112 1/2
Union Insurance Society of Canton, Limited	12,400	\$350	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$37,084	Final of \$20 per share, making 10 all \$50 per share for 1908 and an interim div. of \$30 per share for 1909	\$40 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$7,767	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	\$105 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$438,406	\$6 and bonus \$2 for 1908	\$115 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$46,218	\$27 for 1908	\$350
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$3,777	\$4 1/2 for 1908	\$9 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	Nil	\$4 for year ending 30.6.1908	\$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$20,766	Dividend of \$1 1/2 for 30.6.10	\$31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$37,833	6 1/2 for 1907 on Preference shares only @ ex 1/10 1/16 = \$3.154	\$38 sellers
Do. (Deferred)	60,000					Final div. of 2 1/2 per sh. (comp. 14) making in all 4 1/2 per sh. for '09 & an int. div. of 12. per sh. on acc. for '10	80/-
"Shell" Transport and Trading Company, Limited	1,000,000	41	41	\$1,000,000 \$1,000,000 \$1,000,000	\$192,994	A dividend of 7 1/2 % for yr. ending 30.4. 1910 A bonus of 5 %	\$23 buyers \$14 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,159		
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$8,000	\$5 for half year ending 30.6. 1910	\$145 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$135,893	\$3 for 1897	\$12 ex. & b.
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$1,435	Interim of 1/6 for 1910 (coupon No. 14)	Tls. 15 1/2 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,000,000 \$1,000,000 \$1,000,000	none	First year	Pa. 10
Ramb Australian Gold Mining Company, Limited	150,000	41	41	\$1,000,000 \$1,000,000 \$1,000,000	none	\$1 per share 15th dividend	\$6 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	\$1,000,000 \$1,000,000 \$1,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	30/-
Docks, Wharves & Godowns.							
Fauwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$8,450	\$1.75 for year ending 31.12.06	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$264,847	\$2 1/2 for 1909	\$56 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$131,755	\$2 1/2 for half year ended 30.6. 1909	\$48 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 6,261	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4. 1910	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	85,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 9,822	Interim of Tls. 3 for 1910	Tls. 100
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,314	Tls. 6 for year ending 30.3.10	Tls. 97 sellers
Central Stores, Limited	50,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$26,041	\$2 for 1909	\$21 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,277	\$2 on old shares \$1 1/2 on new shares for half year ending 30.6.10	\$17 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$27,811	Interim of \$3 1/2 for 1910	\$37 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$20	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$1,471	45 cents for 1909	\$7 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$269	\$2 1/2 for 1909	\$33 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 61,069	Interim of Tls. 3 for 1910	Tls. 110 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,958	Interim of \$1.50 for 1910	\$89 sellers
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 20,991	Tls. 11 for year ending 31.10.09	Tls. 95
Hongkong Cotton Spinning and Weaving Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$9,551	50 cents for year ending 31.7.08	\$51 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,373	Tls. 7 1/2 for year ending 30.9.09	Tls. 51
Lao-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,829	Tls. 6 for 1909	Tls. 50 sellers
Sey Chet Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 31,179	Tls. 3 1/2 for 1909	Tls. 50 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000	\$268	15 % per share for 1909	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	Nil	60 cents for 1909	\$9
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$50,241	60 cents for year ended 28.2.06	\$1,100 sellers
China Special Shares	50,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$2,000	80 cents for 1909	\$8 sellers
China Portland Cement & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,000	\$1.20 for year ending 31.7.09	\$17
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$1,893	Interim of 15 cents per share for 1910	\$31 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,300	24 per cent. viz. \$1.40 for 1909	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$670	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	\$10 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,708	Interim of \$1 per share for 1910	\$15 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$9,176	Interim of \$1 per share for 1910	\$15 sellers
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,000	3rd interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910	Tls. 950
Manischappi Int. Mijl., Bosch en Landbouw plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 116,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	\$19 sellers \$19 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,014	None	\$8
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	Pa. 18,640	No dividend this year	Tls. 123 1/2
Philippine Com. way, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000		First year	\$59 sellers
Shanghai-Sumat Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 5,250	None	\$200 Hongkong [currency]
Societe des Papiers et Papeteries du Tonkin	13,300 Benefit shares 1,300	50 Hongkong Monetary	25 Canton	\$1,000,000 \$1,000,000 \$1,000,000	none	None	\$35 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$31,006	10 % for year ending 31st May 1910	\$51 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$27,86	60 cents for year ending 31.12.07	\$8 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,956	15 % per ordinary sh. for year ended 31.5.10	\$11 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,41	35 cents for 1909	\$3 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,011	5 % for 1909	\$2 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,011	None	
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000	\$2,761		

Hotel.

SKATING I SKATING II SKATING III

AT THE
BELLE VIEW HOTEL,

SHAUKIWA ROAD,

Telephone No. 907.

Sessions 10 a.m. to 11 p.m.

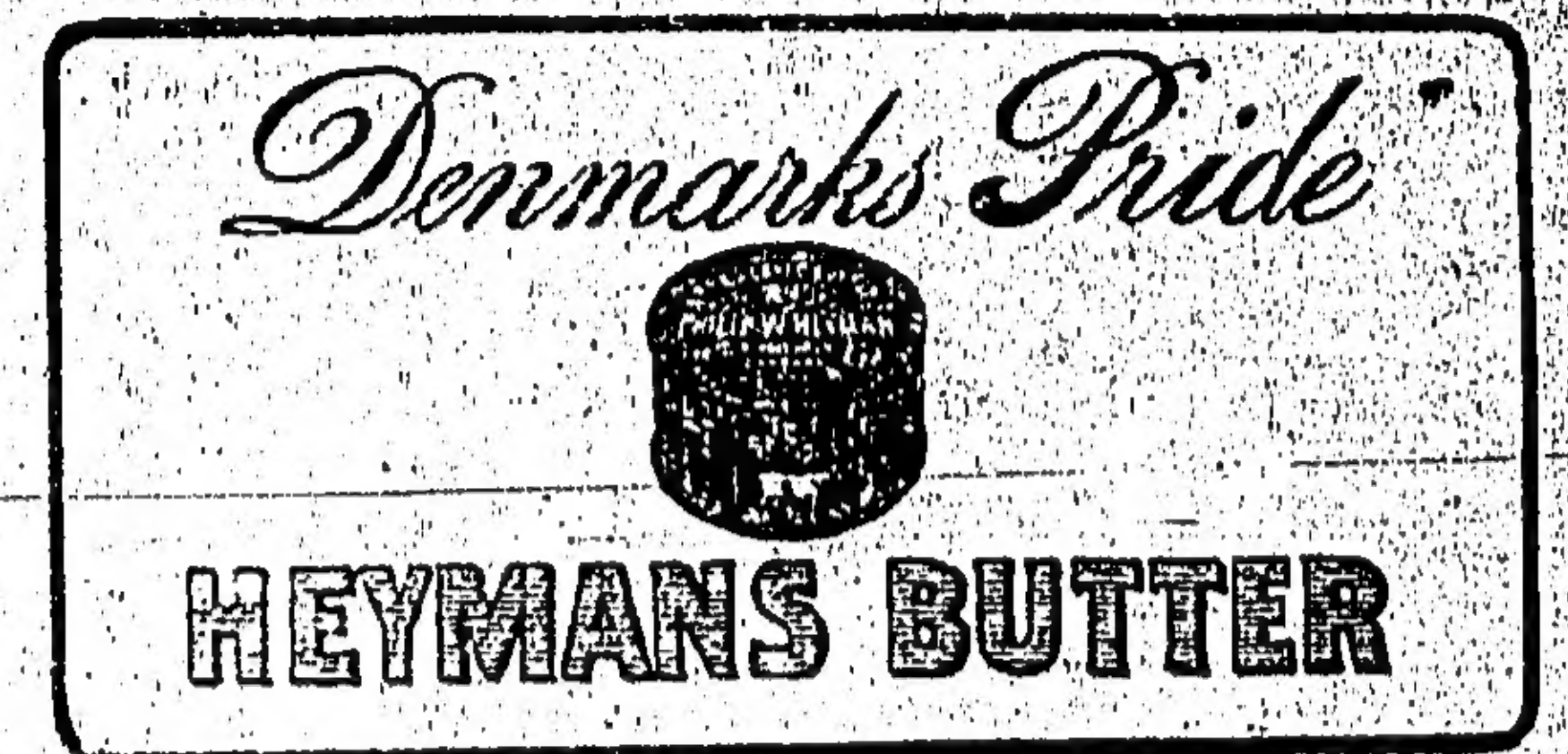
Hours from 10 a.m. to 12 Noon and 2 p.m. to 4 p.m. are
reserved for Ladies and Children only.

W. GALLAGHER,

Manager.

Hongkong, 17th October, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

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PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m.	10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m.	11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m.	12.45 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m.	1.45 p.m. to 2.45 p.m. ... Every 15 minutes
2.45 p.m.	2.45 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m.	5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m.	6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m.	7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m.	8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m.	9.00 p.m. to 10.00 p.m. ... Every 15 minutes
10.00 p.m.	10.00 p.m. to 11.00 p.m. ... Every 15 minutes
11.00 p.m.	11.00 p.m. to 12.00 p.m. ... Every 15 minutes
12.00 p.m.	12.00 p.m. to 1.00 p.m. ... Every 15 minutes
1.00 p.m.	1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m.	5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m.	6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m.	7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m.	8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m.	9.00 p.m. to 10.00 p.m. ... Every 15 minutes
10.00 p.m.	10.00 p.m. to 11.00 p.m. ... Every 15 minutes
11.00 p.m.	11.00 p.m. to 12.00 p.m. ... Every 15 minutes
12.00 p.m.	12.00 p.m. to 1.00 p.m. ... Every 15 minutes
1.00 p.m.	1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m.	5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m.	6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m.	7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m.	8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m.	9.00 p.m. to 10.00 p.m. ... Every 15 minutes
10.00 p.m.	10.00 p.m. to 11.00 p.m. ... Every 15 minutes
11.00 p.m.	11.00 p.m. to 12.00 p.m. ... Every 15 minutes
12.00 p.m.	12.00 p.m. to 1.00 p.m. ... Every 15 minutes
1.00 p.m.	1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m.	5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m.	6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m.	7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m.	8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m.	9.00 p.m. to 10.00 p.m. ... Every 15 minutes
10.00 p.m.	10.00 p.m. to 11.00 p.m. ... Every 15 minutes
11.00 p.m.	11.00 p.m. to 12.00 p.m. ... Every 15 minutes
12.00 p.m.	12.00 p.m. to 1.00 p.m. ... Every 15 minutes
1.00 p.m.	1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m.	5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m.	6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m.	7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m.	8.00 p.m. to 9.00 p.m. ... Every 15 minutes